

**BY ORDER OF THE CHIEF,
NATIONAL GUARD BUREAU**



**AIR NATIONAL GUARD POLICY
DIRECTIVE 90-2111**

15 MAY 2003

Command Policy

**COMPLIANCE AND STANDARDIZATION
REQUIREMENT LIST (C&SRL) EXPEDITER**

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This directory implements Air Force Policy Directive (AFPD) 90-2, *The Inspection System*, and is applicable to all Air National Guard (ANG) flying units. Compliance with this directory and its parent instruction Air National Guard Instruction (ANGI) 21-101, *Maintenance Management of Aircraft*, is mandatory. Units will supplement this publication with items developed from appropriate technical data, Air Force Occupational Safety and Health (AFOSH) Standards (STD), local operating instructions (OI), etc., to assess internal compliance. Higher Headquarters/Inspector General (HHQ/IG) may use this directory in whole or in part during evaluations and exercises.

SUMMARY OF REVISIONS

This document is substantially revised and must be completely reviewed.

1. The items listed do not constitute the order or limit the scope of the inspection/assessment. As a minimum, units will use this directory in conjunction with the annual unit self-inspection. The objective is to identify deficiencies that preclude attainment of required capabilities.

Table 1. Expediter

ITEM NO.	ITEM AND REFERENCES (All references are to ANGI 21-101 unless otherwise indicated)	YES	NO	N/A
Expediter				
1.	Maintenance Management (Policy enforcement and production supervision).			
1.1.	Does the expediter enforce strict adherence to technical data and management procedure and advocate the importance of using current technical data (TO-00-5-1)? (2.9.1.)			
1.2.	Does the expediter advocate the use of the TO improvement program (TO-00-5-1)? (2.9.1.)			
1.3.	Does the expediter coordinate aircraft mission capable status and aircraft configuration status IAW AFI 21-103, to include discrepancy, WUC, ETIC, and job completion with the MOC and the production supervisor? (2.9.3.)			
1.4.	Does the expediter update status of cannibalization actions on assigned aircraft? (2.9.4.)			
1.5.	Does the expediter ensure aircraft are ready for flight? (2.9.5.)			
1.6.	Does the expediter ensure parts are ordered using appropriate priorities, document numbers are relayed to the Pro Super and MOC, and picked up expeditiously from the flight line dedicated supply element (FDSE)? (2.9.6.)			
1.7.	Does the expediter coordinate with MOC for support beyond squadron capability? (2.9.7.)			
1.8.	Does the expediter remain on the flight line when maintenance is being performed and during aircraft launches and recoveries? (2.9.9.)			
1.9.	Do specialist expediter (if used), weapons expediter, back shop maintainers, and element/workcenter supervisors coordinate all aircraft maintenance actions with the flight line expediter? (2.9.10.)			
1.10.	Does the expediter possesses an overall knowledge of the primary assigned aircraft and systems, and has demonstrated the ability to supervise personnel, control work, and resolve conflicts? (2.9.11.)			
1.11.	Does the expediter keep a copy of the flying schedule, emergency action and procedural check sheets, base grid map, IPI listings, MESL, QRL, a WUC manual, and a device or method for tracking aircraft status in the expediter vehicle? (2.9.14.)			

ITEM NO.	ITEM AND REFERENCES (All references are to ANGI 21-101 unless otherwise indicated)	YES	NO	N/A
Expediter				
1.12.	Does the expeditor notify MOC and Pro Super when aircraft are ready for ER, flight (crew ready) and crew show, engine start, taxi, block-in, and aircraft configuration (e.g. fuel, munitions, cargo)? (2.9.15.)			
1.13.	Does the expeditor follow established cannibalization procedures? (2.9.16.)			
1.14.	Does the expeditor direct AGE drivers to position AGE as required and notify the AGE driver of AGE requiring maintenance? (2.9.17.)			
1.15.	Is the expeditor thoroughly familiar with unit CDDAR and understand local OIs designed to protect personnel and prevent further damage to aircraft, equipment, and other resources? (2.9.21.)			
1.16.	Does the expeditor track all discrepancies identified during "Red Ball" maintenance and take proper follow-up action? (2.9.22.)			
1.17.	If a missing item/tool is not found after a search of the immediate work area, does the Expediter/production supervisor or equivalent immediately notify the flight commander or superintendent, support section, MOC, and QA? (13.8.1.1. and 13.8.1.3.)			
1.18.	Does the expeditor maintain a current base grid map with cordon overlay and appropriate check-sheets outlining duties during disasters or exercises? (2.9.8.)			
2.	Forms and MIS Documentation.			
2.1.	Does the expeditor ensure aircraft forms documentation is complete, accurate, and accomplished? (2.9.2.)			
2.2.	In coordination with MOC, does the expeditor ensure aircraft status is accurately reflected in both the maintenance forms and the MIS? (2.9.2.)			
2.3.	Does the expeditor continually review the active aircraft forms? (2.9.12.)			
2.4.	Does the expeditor review aircraft forms prior to requesting/ signing ER? (2.9.13.)			
2.5.	Does the expeditor check the aircraft status prior to flight and to signing the conditional/exceptional release? (TO 00-20-5, para 3.18.2.)			

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Expediter				
2.6.	Does the expediter ensure that under no circumstances will the conditional/exceptional release be granted when the aircraft status is indicated by a Red X symbol? (TO 00-20-5, para 3-18.5.7.3.)			
2.7.	Does the expediter review DDs and coordinates with the responsible workcenter for completion? (2.9.18.)			
2.8.	Does the expediter ensure supply document numbers are relayed to crew chiefs/specialists for entry into aircraft and equipment forms? (2.9.19.)			
2.9.	Does the expediter monitor aircraft OAP status and ensures sampling is completed IAW AFI 21-124? (2.9.20.)			

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